

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

RECEIVED
JUL 2 2003

Illinois Commerce Commission
RAIL SAFETY SECTION

Union Pacific Railroad Company,
Petitioner,

vs.

Kane County, State of Illinois, and Illinois
Department of Transportation,
Respondents.

T03-0030

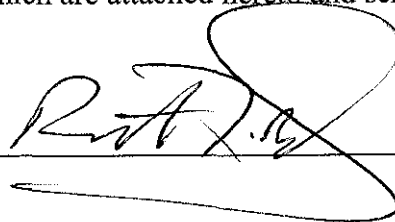
Petition for an Order of the Illinois Commerce Commission for the
Closure of Brundige Road, Public Grade Crossing D.O.T. #175003E
at Milepost 39.40 on the Elburn Extension of the Geneva Subdivision
Unincorporated Area of Kane County, Illinois.

TO: see attached

NOTICE OF FILING

PLEASE TAKE NOTICE that on the 1st day of July, 2003, the undersigned caused to be
filed with the Illinois Commerce Commission, State of Illinois, on behalf of Blackberry
Township Road District,

- (a) a letter from Matt Gauntt of Robert H. Anderson & Associates, Inc. addressed to
Judge Tate and dated June 30, 2003,
 - (b) a letter from Chief Kelly Callaghan of the Elburn & Countryside Fire Protection
District addressed to Robert Straiton and dated May 15, 2003, and
 - (c) a letter from Andrew Frasz addressed to Rodney Feece and dated May 20, 2003,
- along with a copy of this Notice of Filing, copies of which are attached hereto and served upon
you.



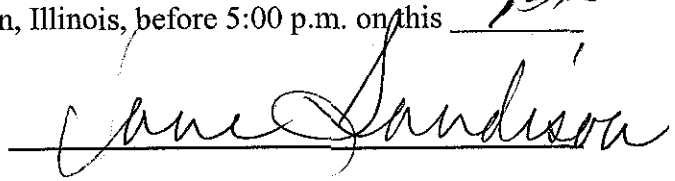
Robert J Britz
Attorney for Blackberry Township Road District
OTTOSEN TREVARTHEN BRITZ KELLY & COOPER
303 N Main Street
Elburn, IL 60119
(630) 365-6441

Bv/JK

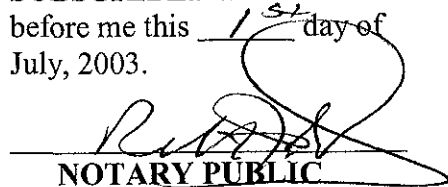
PROOF OF SERVICE

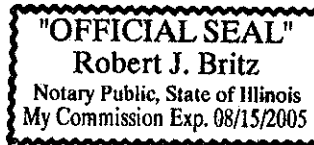
The undersigned certifies that copies of the foregoing Notice of Filing and copies of the following:

- (a) A letter from Matt Gauntt of Robert H. Anderson & Associates, Inc. addressed to Judge Tate and dated June 30, 2003,
 - (b) a letter from Chief Kelly Callaghan of the Elburn & Countryside Fire Protection District addressed to Robert Straiton and dated May 15, 2003, and
 - (c) a letter from Andrew Frasz addressed to Rodney Feece and dated May 20, 2003,
- were served upon the above named person(s) by enclosing the same in an envelope addressed to such parties at their address as disclosed by the pleadings of record herein, and by depositing same with postage prepaid in the U.S. mail in Elburn, Illinois, before 5:00 p.m. on this 15th day of July, 2003.



SUBSCRIBED and SWORN to
before me this 15th day of
July, 2003.


NOTARY PUBLIC



Robert J Britz
Attorney for Blackberry Township Road District
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Elburn, IL 60119
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June 30, 2003

Judge June B. Tate
Administrative Law Judge
Review & Examination Program
State of Illinois
Illinois Commerce Commission
527 East Capitol Avenue
9th Floor
Springfield, IL 62701

Re: At-Grade Railroad Crossing
Brundige Road
Public Grade Crossing D.O.T. #175003E

Dear Judge Tate,

Robert H. Anderson & Associates, Inc. (RHA&A) has been retained by Blackberry Township, Kane County, Illinois to review the traffic conditions related to the closing of the at-grade railroad crossing of Brundige Road at the Union Pacific Railroad. We have reviewed the documents presented and other material to determine the validity of the proposed closing.

Current Traffic Level

RHA&A conducted an Average Daily Traffic (ADT) count of the existing traffic on Brundige Road. A 24-hour traffic count was conducted between the morning of June 6th, 2003 and the morning of June 7th, 2003. The count results are listed below:

Northbound Brundige ADT	91 vehicles
Southbound Brundige ADT	120 vehicles
 Total 2-way ADT	 211 vehicles

This count is compared to that taken by Niemeyer & Associates, P.C., which recorded a count of 121 vehicles for the 24-hour ADT Count. We believe that part of the explanation for the discrepancy between these counts is that on the Niemeyer & Associates count it was recorded that the count was taken during "light snow". Given that the majority of Brundige Road is a gravel road and therefore, not maintained at the level of arterial roadways in the area, motorists may have avoided the roadway during a

snowstorm. Traffic counts should reflect an average day. A snow event on a gravel road would not constitute an average day.

Title 92: Transportation, Chapter III: Illinois Commerce Commission, Subchapter c: Rail Carriers, Section 1536.20 states that minimum threshold for an at-grade railroad crossing closing is an ADT of 75 vehicles. The subject roadway has an ADT close to three times the maximum level for a closure.

Anticipated Traffic Volume

This crossing is located within a rapidly developing area of Kane County. Recently a group of developers has petitioned both the County of Kane and the City of St. Charles to develop 1,600 to 2,000 homes north and northwest of the subject closing. At the lower level of construction, the development would generate approximately 16,000 daily trips. The development is generally bounded by the Union Pacific tracks on the south, Brundige Road on the east, LaFox Road on the west and IL-38 on the north. A key component of the development of this area would be Brundige Road. It is anticipated that if the development occurs, Brundige Road would need to be improved from a gravel road to City street design standards.

It is reasonable to assume that one of the most likely routes for traffic from this development to Randall Road would be along Brundige Road to Kessler Road. If 10% of the traffic from the development would travel along Brundige Road, it would result in an ADT on Brundige of approximately 1,600 vpd. Given the layout of the regional roadway system, the actual volume utilizing Brundige could be much higher than 1,600 vpd.

Title 92: Transportation, Chapter III: Illinois Commerce Commission, Subchapter c: Rail Carriers, Section 1536.40 gives guidance on the level of traffic that would be required to re-open a closing. It states in paragraph a) 4):

“the crossing’s average daily traffic (ADT) would be at least 1,000 vehicles per day within 3 years after the crossing was established.”

It is clear that the projected level of traffic on Brundige Road will exceed the level established in the Illinois Commerce Commission criteria for an at-grade crossing to be re-opened within a few years.

Alternative Roadways

According to Title 92: Transportation, Chapter III: Illinois Commerce Commission, Subchapter c: Rail Carriers, Section 1536.20, paragraph i):

"The alternate public crossing will not be considered adequate if the amount of adverse distance, as measured along the centerline of the routes which comprise the alternate roadway, which the closure will cause:

2) is greater than four miles in any other case"

In the petition to close this at-grade crossing, the Adverse Distance is listed at 5.6 miles, well over the maximum distance of four (4) miles.

According to this criterion, there are no adequate alternate crossings to the Brundige Road at-grade crossing.

Affect on Adjacent Roadways

If the at-grade crossing at Brundige Road were closed, the vehicles currently using the road or anticipated to use the road would need to be re-routed to other roadways. Many of the roadways in Kane County have experienced a tremendous amount of growth over the last decade and they are at or near capacity. The anticipated level of traffic on Brundige Road would account for approximately 10% of the capacity of a two-lane arterial roadway. The increase traffic levels caused by the closing of Brundige Road may require other roadways to be widened to accommodate the increased traffic.

The cost of widening an existing two-lane roadway into a four-lane roadway would come at significant cost to the County of Kane and/or Blackberry Township. The widening of a two-lane roadway into a four-lane roadway would cost roughly \$4-6 million dollars per mile given the cost of right-of-way, drainage improvements and the roadway costs. Given that the distance from Keslinger Road to IL-38 is roughly 1.5 miles, a roadway widening to accommodate the crossing closing would cost the county:

$$10\% * 1.5 \text{ miles} * \$4 \text{ million/mile} = \$600,000$$

The amount of traffic anticipated on Brundige Road is very conservative. The volume reported in the previous section is only from a single subdivision. As the population in the area increases and other developments are constructed, the volume on Brundige Road will only increase. The impact to adjacent County roads if Brundige is closed will only increase over time.

Train Traffic

In the petition for closure, paragraph 7, it states:

"Railroad currently operates an average of at least eighty (80) freight trains per day on the track over the above listed grade crossingWhen the Elburn extension by the Northeast Illinois Regional Commuter Railroad Corporation ("Metra") is complete, an average of at least one hundred fifty (150) through

freight and commuter passenger trains will operate per day on the track over the Subject Crossing...."

However, there are two sources of information that seem to contradict this statement. Later in the petition for closure, the report by Niemeyer & Associates, P.C., the average number of freight trains is 54, or roughly 2/3 of the amount listed earlier in the petition. Secondly, the increase in train traffic associated with the Metra project is 70 trains. However, the current train schedule for Metra service to both Geneva and West Chicago is a total of 59 trains to/from Chicago. If only those trains coming to Geneva are listed, the total is 37 trains. While we realize that some trains are driven out to a location without passengers so that the train is available for a specific run, we do not believe that this would result in an increase of 70 trains.

Summary

We believe that the public's interest would be best served by retaining the at-grade crossing. The reasons for this belief are:

- Both the existing and the projected level of traffic on Brundige Road exceed the levels enumerated in the ICC criteria. The closing of this at-grade crossing would result in a significant burden to other roadways and intersections. The cost to the County for closing this crossing is estimated to be \$600,000.
- There are no adequate alternatives to the Brundige Road crossing as defined by the ICC.
- The existing traffic volume shown in the Petition is most likely understated due to the very poor condition of the existing crossing. An improved crossing would result in an increase in usage and a higher ADT.

Sincerely,

ROBERT H. ANDERSON & ASSOCIATES, INC.



Matt Gauntt, P.E., P.T.O.E.
Senior Project Manager

attachments

cc: Rod Feece, Blackberry Township Highway Commissioner
Carl Schoedel, Kane County Engineer
Robert Britz, Ottosen Trevarthen Britz Kelly & Cooper, Ltd.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: BRUNDIGE

A study of vehicle traffic was conducted with HI-STAR unit number 5400. The study was done in the NB lane on BRUNDIGE in , IL in KANE county. The study began on 06/05/2003 at 11:40 AM and concluded on 06/06/2003 at 11:40 AM, lasting a total of 24 hours. Data was recorded in 15 minute time periods. The total recorded volume of traffic showed 91 vehicles passed through the location with a peak volume of 8 on 06/05/2003 at 04:25 PM and a minimum volume of 0 on 06/05/2003 at 11:40 AM. The AADT Count for this study was 91.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	6	21	34	14	8	1	0	0	0	1	0	0	0	0

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 23 mph with 1.18 percent exceeding the posted speed of 40 mph. The HI-STAR found 1.18 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 29.02 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
77	4	3	1	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 81 which represents 95.30 percent of the total classified vehicles. The number of Small Trucks in the study was 3 which represents 3.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 1.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 06/05/2003 at 04:25 PM the average headway between the vehicles was 100.0 seconds. The slowest traffic period was on 06/05/2003 at 11:40 AM. During this slowest period, the average headway was 900.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 62 and 115 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Time/Class Report

HI-Star ID: 5400	Begin: 06/05/2003 11:40 AM	End: 06/06/2003 11:40 AM
Street: BRUNDIGE	Lane: NB	Hours: 24:00
State: IL	Oper: DR	Period: 15
City:	Posted: 40	AADT Count: 91
County: KANE	AADT Factor: 1	Raw Count: 91

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									

06/05/2003

[11:40 AM-11:55 AM]	0	0	0	0	0	0	0	0	0
[11:55 AM-12:10 PM]	2	0	0	0	0	0	0	0	2
	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
[12:10 PM-12:25 PM]	3	0	0	0	0	0	0	0	3
[12:25 PM-12:40 PM]	2	0	0	0	0	0	0	0	2
[12:40 PM-12:55 PM]	4	0	0	0	0	0	0	0	4
[12:55 PM-01:10 PM]	0	0	0	0	0	0	0	0	0
	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>
[01:10 PM-01:25 PM]	1	0	0	0	0	0	0	0	1
[01:25 PM-01:40 PM]	1	0	0	0	0	0	0	0	1
[01:40 PM-01:55 PM]	2	0	0	0	0	0	0	0	2
[01:55 PM-02:10 PM]	3	0	0	0	0	0	0	0	3
	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
[02:10 PM-02:25 PM]	0	0	0	0	0	0	0	0	0
[02:25 PM-02:40 PM]	2	0	1	0	0	0	0	0	3
[02:40 PM-02:55 PM]	4	0	0	0	0	0	0	0	4
[02:55 PM-03:10 PM]	0	0	0	0	0	0	0	0	0
	<u>6</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
[03:10 PM-03:25 PM]	2	0	0	0	0	0	0	0	2
[03:25 PM-03:40 PM]	1	1	0	0	0	0	0	0	2
[03:40 PM-03:55 PM]	1	0	0	0	0	0	0	0	1
[03:55 PM-04:10 PM]	2	0	0	0	0	0	0	0	2
	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
[04:10 PM-04:25 PM]	2	0	0	0	0	0	0	0	2
[04:25 PM-04:40 PM]	5	0	1	0	0	0	0	0	6
[04:40 PM-04:55 PM]	0	1	1	0	0	0	0	0	2
[04:55 PM-05:10 PM]	1	0	0	0	0	0	0	0	1
	<u>8</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>11</u>

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/05/2003									
[05:10 PM-05:25 PM]	1	1	0	0	0	0	0	0	2
[05:25 PM-05:40 PM]	2	0	0	0	0	0	0	0	2
[05:40 PM-05:55 PM]	1	0	0	0	0	0	0	0	1
[05:55 PM-06:10 PM]	3	0	0	0	0	0	0	0	3
	<u>7</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>
[06:10 PM-06:25 PM]	1	0	0	0	0	0	0	0	1
[06:25 PM-06:40 PM]	0	0	0	1	0	0	0	0	1
[06:40 PM-06:55 PM]	0	0	0	0	0	0	0	0	0
[06:55 PM-07:10 PM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
[07:10 PM-07:25 PM]	0	0	0	0	0	0	0	0	0
[07:25 PM-07:40 PM]	1	0	0	0	0	0	0	0	1
[07:40 PM-07:55 PM]	1	0	0	0	0	0	0	0	1
[07:55 PM-08:10 PM]	2	0	0	0	0	0	0	0	2
	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
[08:10 PM-08:25 PM]	1	0	0	0	0	0	0	0	1
[08:25 PM-08:40 PM]	2	0	0	0	0	0	0	0	2
[08:40 PM-08:55 PM]	1	0	0	0	0	0	0	0	1
[08:55 PM-09:10 PM]	1	0	0	0	0	0	0	0	1
	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
[09:10 PM-09:25 PM]	0	0	0	0	0	0	0	0	0
[09:25 PM-09:40 PM]	1	0	0	0	0	0	0	0	1
[09:40 PM-09:55 PM]	1	0	0	0	0	0	0	0	1
[09:55 PM-10:10 PM]	1	0	0	0	0	0	0	0	1
	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
[10:10 PM-10:25 PM]	0	0	0	0	0	0	0	0	0
[10:25 PM-10:40 PM]	1	0	0	0	0	0	0	0	1
[10:40 PM-10:55 PM]	0	0	0	0	0	0	0	0	0
[10:55 PM-11:10 PM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
[11:10 PM-11:25 PM]	1	0	0	0	0	0	0	0	1
[11:25 PM-11:40 PM]	0	0	0	0	0	0	0	0	0
[11:40 PM-11:55 PM]	0	0	0	0	0	0	0	0	0
[11:55 PM-12:10 AM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Daily Totals:	60	3	3	1	0	0	0	0	67

06/06/2003

06/10/2003

Page: 2

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/06/2003									
[12:10 AM-12:25 AM]	0	0	0	0	0	0	0	0	0
[12:25 AM-12:40 AM]	0	0	0	0	0	0	0	0	0
[12:40 AM-12:55 AM]	0	0	0	0	0	0	0	0	0
[12:55 AM-01:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[01:10 AM-01:25 AM]	0	0	0	0	0	0	0	0	0
[01:25 AM-01:40 AM]	0	0	0	0	0	0	0	0	0
[01:40 AM-01:55 AM]	0	0	0	0	0	0	0	0	0
[01:55 AM-02:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[02:10 AM-02:25 AM]	0	0	0	0	0	0	0	0	0
[02:25 AM-02:40 AM]	0	0	0	0	0	0	0	0	0
[02:40 AM-02:55 AM]	0	0	0	0	0	0	0	0	0
[02:55 AM-03:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[03:10 AM-03:25 AM]	0	0	0	0	0	0	0	0	0
[03:25 AM-03:40 AM]	0	0	0	0	0	0	0	0	0
[03:40 AM-03:55 AM]	0	0	0	0	0	0	0	0	0
[03:55 AM-04:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[04:10 AM-04:25 AM]	0	0	0	0	0	0	0	0	0
[04:25 AM-04:40 AM]	0	0	0	0	0	0	0	0	0
[04:40 AM-04:55 AM]	0	0	0	0	0	0	0	0	0
[04:55 AM-05:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[05:10 AM-05:25 AM]	0	0	0	0	0	0	0	0	0
[05:25 AM-05:40 AM]	0	0	0	0	0	0	0	0	0
[05:40 AM-05:55 AM]	0	0	0	0	0	0	0	0	0
[05:55 AM-06:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[06:10 AM-06:25 AM]	1	0	0	0	0	0	0	0	1
[06:25 AM-06:40 AM]	1	0	0	0	0	0	0	0	1
[06:40 AM-06:55 AM]	2	1	0	0	0	0	0	0	3
[06:55 AM-07:10 AM]	3	0	0	0	0	0	0	0	3
	7	1	0	0	0	0	0	0	8

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/06/2003									
[07:10 AM-07:25 AM]	0	0	0	0	0	0	0	0	0
[07:25 AM-07:40 AM]	1	0	0	0	0	0	0	0	1
[07:40 AM-07:55 AM]	2	0	0	0	0	0	0	0	2
[07:55 AM-08:10 AM]	3	0	0	0	0	0	0	0	3
	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
[08:10 AM-08:25 AM]	0	0	0	0	0	0	0	0	0
[08:25 AM-08:40 AM]	1	0	0	0	0	0	0	0	1
[08:40 AM-08:55 AM]	0	0	0	0	0	0	0	0	0
[08:55 AM-09:10 AM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
[09:10 AM-09:25 AM]	1	0	0	0	0	0	0	0	1
[09:25 AM-09:40 AM]	0	0	0	0	0	0	0	0	0
[09:40 AM-09:55 AM]	0	0	0	0	0	0	0	0	0
[09:55 AM-10:10 AM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
[10:10 AM-10:25 AM]	0	0	0	0	0	0	0	0	0
[10:25 AM-10:40 AM]	1	0	0	0	0	0	0	0	1
[10:40 AM-10:55 AM]	1	0	0	0	0	0	0	0	1
[10:55 AM-11:10 AM]	0	0	0	0	0	0	0	0	0
	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
[11:10 AM-11:25 AM]	0	0	0	0	0	0	0	0	0
[11:25 AM-11:40 AM]	0	0	0	0	0	0	0	0	0
	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Daily Totals:	17	1	0	0	0	0	0	0	18
Report Totals:	77	4	3	1	0	0	0	0	85
Report Percentages:	90.59%	4.71%	3.53%	1.18%	0.00%	0.00%	0.00%	0.00%	

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: BRUNDIGE

A study of vehicle traffic was conducted with HI-STAR unit number 5402. The study was done in the SB lane on BRUNDIGE in IL in KANE county. The study began on 06/05/2003 at 11:40 AM and concluded on 06/06/2003 at 11:40 AM, lasting a total of 24 hours. Data was recorded in 15 minute time periods. The total recorded volume of traffic showed 120 vehicles passed through the location with a peak volume of 9 on 06/06/2003 at 07:10 AM and a minimum volume of 0 on 06/05/2003 at 11:40 AM. The AADT Count for this study was 120.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >
0	10	50	39	14	0	0	0	0	0	0	0	0	0	0

At least half of the vehicles were traveling in the 15 - 19 mph range or a lower speed. The average speed for all classified vehicles was 20 mph with 0.00 percent exceeding the posted speed of 40 mph. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 15 mph and the 85th percentile was 24.62 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
106	5	2	0	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 111 which represents 98.20 percent of the total classified vehicles. The number of Small Trucks in the study was 2 which represents 1.80 percent of the total classified vehicles. The number of Trucks/Buses in the study was 0 which represents 0.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 06/06/2003 at 07:10 AM the average headway between the vehicles was 90.0 seconds. The slowest traffic period was on 06/05/2003 at 11:40 AM. During this slowest period, the average headway was 900.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 62 and 111 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Time/Class Report

HI-Star ID: 5402	Begin: 06/05/2003 11:40 AM	End: 06/06/2003 11:40 AM
Street: BRUNDIGE	Lane: SB	Hours: 24:00
State: IL	Oper: DR	Period: 15
City:	Posted: 40	AADT Count: 120
County: KANE	AADT Factor: 1	Raw Count: 120

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									

06/05/2003

[11:40 AM-11:55 AM]	0	0	0	0	0	0	0	0	0
[11:55 AM-12:10 PM]	4	0	0	0	0	0	0	0	4
	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
[12:10 PM-12:25 PM]	5	0	0	0	0	0	0	0	5
[12:25 PM-12:40 PM]	3	0	0	0	0	0	0	0	3
[12:40 PM-12:55 PM]	3	1	0	0	0	0	0	0	4
[12:55 PM-01:10 PM]	1	0	0	0	0	0	0	0	1
	<u>12</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>
[01:10 PM-01:25 PM]	1	0	0	0	0	0	0	0	1
[01:25 PM-01:40 PM]	0	0	0	0	0	0	0	0	0
[01:40 PM-01:55 PM]	2	0	0	0	0	0	0	0	2
[01:55 PM-02:10 PM]	1	0	0	0	0	0	0	0	1
	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
[02:10 PM-02:25 PM]	3	0	0	0	0	0	0	0	3
[02:25 PM-02:40 PM]	2	0	0	0	0	0	0	0	2
[02:40 PM-02:55 PM]	1	3	0	0	0	0	0	0	4
[02:55 PM-03:10 PM]	4	0	0	0	0	0	0	0	4
	<u>10</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>
[03:10 PM-03:25 PM]	2	0	0	0	0	0	0	0	2
[03:25 PM-03:40 PM]	1	0	0	0	0	0	0	0	1
[03:40 PM-03:55 PM]	0	0	0	0	0	0	0	0	0
[03:55 PM-04:10 PM]	3	0	0	0	0	0	0	0	3
	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
[04:10 PM-04:25 PM]	2	0	0	0	0	0	0	0	2
[04:25 PM-04:40 PM]	1	0	0	0	0	0	0	0	1
[04:40 PM-04:55 PM]	3	0	0	0	0	0	0	0	3
[04:55 PM-05:10 PM]	3	0	0	0	0	0	0	0	3
	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/05/2003									
[05:10 PM-05:25 PM]	2	0	0	0	0	0	0	0	2
[05:25 PM-05:40 PM]	1	0	0	0	0	0	0	0	1
[05:40 PM-05:55 PM]	0	0	0	0	0	0	0	0	0
[05:55 PM-06:10 PM]	3	0	0	0	0	0	0	0	3
	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
[06:10 PM-06:25 PM]	4	0	0	0	0	0	0	0	4
[06:25 PM-06:40 PM]	1	0	0	0	0	0	0	0	1
[06:40 PM-06:55 PM]	0	0	0	0	0	0	0	0	0
[06:55 PM-07:10 PM]	1	0	0	0	0	0	0	0	1
	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
[07:10 PM-07:25 PM]	0	0	0	0	0	0	0	0	0
[07:25 PM-07:40 PM]	3	0	0	0	0	0	0	0	3
[07:40 PM-07:55 PM]	3	0	0	0	0	0	0	0	3
[07:55 PM-08:10 PM]	0	0	0	0	0	0	0	0	0
	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
[08:10 PM-08:25 PM]	0	0	0	0	0	0	0	0	0
[08:25 PM-08:40 PM]	0	0	0	0	0	0	0	0	0
[08:40 PM-08:55 PM]	2	0	0	0	0	0	0	0	2
[08:55 PM-09:10 PM]	2	0	0	0	0	0	0	0	2
	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
[09:10 PM-09:25 PM]	1	0	0	0	0	0	0	0	1
[09:25 PM-09:40 PM]	0	0	0	0	0	0	0	0	0
[09:40 PM-09:55 PM]	0	0	0	0	0	0	0	0	0
[09:55 PM-10:10 PM]	2	1	0	0	0	0	0	0	3
	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
[10:10 PM-10:25 PM]	1	0	0	0	0	0	0	0	1
[10:25 PM-10:40 PM]	0	0	0	0	0	0	0	0	0
[10:40 PM-10:55 PM]	0	0	0	0	0	0	0	0	0
[10:55 PM-11:10 PM]	1	0	0	0	0	0	0	0	1
	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
[11:10 PM-11:25 PM]	0	0	0	0	0	0	0	0	0
[11:25 PM-11:40 PM]	1	0	0	0	0	0	0	0	1
[11:40 PM-11:55 PM]	0	0	0	0	0	0	0	0	0
[11:55 PM-12:10 AM]	0	0	0	0	0	0	0	0	0
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Daily Totals:	73	5	0	0	0	0	0	0	78

06/06/2003

06/10/2003

Page: 2

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/06/2003									
[12:10 AM-12:25 AM]	0	0	0	0	0	0	0	0	0
[12:25 AM-12:40 AM]	0	0	0	0	0	0	0	0	0
[12:40 AM-12:55 AM]	0	0	0	0	0	0	0	0	0
[12:55 AM-01:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[01:10 AM-01:25 AM]	0	0	0	0	0	0	0	0	0
[01:25 AM-01:40 AM]	0	0	0	0	0	0	0	0	0
[01:40 AM-01:55 AM]	0	0	0	0	0	0	0	0	0
[01:55 AM-02:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[02:10 AM-02:25 AM]	0	0	0	0	0	0	0	0	0
[02:25 AM-02:40 AM]	0	0	0	0	0	0	0	0	0
[02:40 AM-02:55 AM]	0	0	0	0	0	0	0	0	0
[02:55 AM-03:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[03:10 AM-03:25 AM]	0	0	0	0	0	0	0	0	0
[03:25 AM-03:40 AM]	0	0	0	0	0	0	0	0	0
[03:40 AM-03:55 AM]	0	0	0	0	0	0	0	0	0
[03:55 AM-04:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[04:10 AM-04:25 AM]	0	0	0	0	0	0	0	0	0
[04:25 AM-04:40 AM]	0	0	0	0	0	0	0	0	0
[04:40 AM-04:55 AM]	0	0	0	0	0	0	0	0	0
[04:55 AM-05:10 AM]	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
[05:10 AM-05:25 AM]	0	0	0	0	0	0	0	0	0
[05:25 AM-05:40 AM]	2	0	0	0	0	0	0	0	2
[05:40 AM-05:55 AM]	0	0	0	0	0	0	0	0	0
[05:55 AM-06:10 AM]	1	0	0	0	0	0	0	0	1
	3	0	0	0	0	0	0	0	3
[06:10 AM-06:25 AM]	0	0	0	0	0	0	0	0	0
[06:25 AM-06:40 AM]	0	0	0	0	0	0	0	0	0
[06:40 AM-06:55 AM]	1	0	0	0	0	0	0	0	1
[06:55 AM-07:10 AM]	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	0	1

Time/Class Report

NC97 - Feet	0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >	Total
Date & Time Range									
06/06/2003									
[07:10 AM-07:25 AM]	8	0	0	0	0	0	0	0	8
[07:25 AM-07:40 AM]	2	0	0	0	0	0	0	0	2
[07:40 AM-07:55 AM]	2	0	0	0	0	0	0	0	2
[07:55 AM-08:10 AM]	2	0	0	0	0	0	0	0	2
	<u>14</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>
[08:10 AM-08:25 AM]	0	0	0	0	0	0	0	0	0
[08:25 AM-08:40 AM]	0	0	0	0	0	0	0	0	0
[08:40 AM-08:55 AM]	0	0	0	0	0	0	0	0	0
[08:55 AM-09:10 AM]	1	0	0	0	0	0	0	0	1
	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
[09:10 AM-09:25 AM]	0	0	1	0	0	0	0	0	1
[09:25 AM-09:40 AM]	2	0	0	0	0	0	0	0	2
[09:40 AM-09:55 AM]	2	0	0	0	0	0	0	0	2
[09:55 AM-10:10 AM]	0	0	0	0	0	0	0	0	0
	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
[10:10 AM-10:25 AM]	4	0	0	0	0	0	0	0	4
[10:25 AM-10:40 AM]	2	0	0	0	0	0	0	0	2
[10:40 AM-10:55 AM]	0	0	0	0	0	0	0	0	0
[10:55 AM-11:10 AM]	2	0	1	0	0	0	0	0	3
	<u>8</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>
[11:10 AM-11:25 AM]	2	0	0	0	0	0	0	0	2
[11:25 AM-11:40 AM]	0	0	0	0	0	0	0	0	0
	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Daily Totals:	33	0	2	0	0	0	0	0	35
Report Totals:	106	5	2	0	0	0	0	0	113
Report Percentages:	93.81%	4.42%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	



Elburn & Countryside Fire Protection District

210 EAST NORTH STREET
P.O. BOX 8053
ELBURN, ILLINOIS 60119



Kelly Callaghan
Fire Chief
(630) 365-6855

Web Site: www.ecfpd.com
FAX (630) 365-5887

Wayne R. Stevens
Assistant Chief
(630) 365-9226

May 15, 2003

Mr. Robert Straiton
Union Pacific Railroad
301 W. Lake Street
Room 103
Northlake, IL 60164

Dear Mr. Straiton,

A matter of importance has come to my attention. I have learned of Union Pacific's intentions to permanently close two grade crossings that are within our Fire Protection District. Although a reason has not been given for the closure, I feel that it would have to do with safety of the grade crossing when the third sets of rails are installed on the Geneva Sub of your West line. The safety of our Fire Districts residents is a top priority for me. However, I must balance the safety concern with that of a rapid response to a fire/rescue or medical emergency.

I would like to address the closing of the Pouley Road crossing. Pouley Road is the first crossing east of Elburn. At this time the crossing is a vital link in our response procedure. If at any time the crossings in Elburn are blocked, Pouley Road is our shortest alternative of getting south of the tracks. As you may be aware, there are plans that verbally place an overpass at an Anderson Road extension. If indeed this overpass comes to fruition, the importance of the Pouley Road crossing diminishes, as does my opposition to closing the crossing. However, I strongly oppose closing the Pouley Road crossing before the Anderson Road overpass is completely operational.

An additional concern for our Fire Districts' protection is the closing of the Brundige Road crossing. At this crossing there is no plan for an overpass. This will severely restrict our access to the Brundige Road businesses and residents which are north of the tracks. Just over a year ago, we opened a second fire station approximately one mile south of Keslinger Road. Instead of traveling approximately one mile to get to Brundige Road, our engine will be required to travel over 4 miles to reach the same destination. This will

greatly increase our response times and diminish the effectiveness of our response(s). Because of the long term effect of closing the grade crossing at Brundige Road, I am strongly opposed to the permanent closure of the Brundige Road crossing and request that this crossing remain open.

In closing, I would like to express my disappointment of the fact that I did not receive prior notification of the Union Pacific's intentions to close the Pouley and Brundige Road grade crossings. The operations of my Fire District rely on communicating the situation and having the quickest response to an emergency and any alternative route that will achieve the fastest and safest way to meet our Districts residents' needs. The lack of communicating your intentions to close these grade crossings, I feel that the operations of the Elburn & Countryside Fire Protection District could be placed in a compromised position.

Communication is the key to smooth operations. With the expansion of the Geneva Sub to three sets of tracks there will be a number of construction crews that will be on site within our Fire District. Establishing a communication link now will help us be informed of your possible upcoming needs for our services and you can gain a better understanding of how our Fire District operates. Please call or stop by Station #1 in the Village of Elburn. I would be happy to sit down with you over a cup of coffee and continue this dialog. The coffee is my treat.

I look forward to hearing from you in the very near future.

Best Regards,

A handwritten signature in black ink, appearing to read "Kelly Callaghan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chief Kelly Callaghan
Elburn & Countryside F.P.D.

Cc: J. Feece, President-ECFPD Trustees
B. Britz, Attorney for ECFPD
R. Feece, Road Commissioner -BlackBerry Twps.

Andrew Frasz
1N545 Brundige Road
Elburn, IL 60119
630/232-6223

May 20, 2003

Blackberry Township Highway Dept.
Mr. Rodney Feece
43W390 Main St.
Elburn, IL 60119

Dear Mr. Feece:

In regards to our neighborhood meeting last Thursday, I am summarizing my reasons for opposing closing the Brundige Road railroad crossing:

A. We have lived and run a business for 20 years on Brundige Road and it would be a major inconvenience for us and our company trucks to have to go north only. This would result in 3 - 4 additional miles each way to many destinations and an additional 4 - 5 miles each way to get to our schools.

B. A closed crossing would result in only one access point for emergency vehicles to access our properties. A fallen tree, flooded creek or deep snow would result in no options for access. Also we are serviced by the Elburn Fire District station on Hughes Road with additional response from the Geneva Fire Station on Fargo Blvd., both south of the railroad crossing. Again this would be a 4 - 5 mile detour to come in from the north.

C. As you know, we are in the final stages of having our road designated a Kane County Rustic Road after 8 years of effort. The county is very supportive of our efforts and feel that the road is of historic and scenic value. A closed railroad crossing would greatly change the nature of Brundige Road.

D. With development proposed for the area, traffic will only increase, even with Rustic Road designation. Brundige Road is just entering its period of greatest use.

E. In the 20 years we have lived on Brundige Road, there has been only one accident that I know of and that was prior to the gates being installed.

F. A politically well-connected developer is proposing a project in the area. I hope this developer is not the source of this proposal as a means to eliminate a protected road from affecting their plans.

In summary, Brundige Road was begun 159 years ago and has served as a public road ever since. It is about to become a designated preserved Rustic Road. Closing this crossing would be a major inconvenience for its present and future residents. It would also isolate its residents from prompt emergency services. I along with my family and neighbors strongly oppose this proposal.

Sincerely,



Andrew Frasz